

# The China Mail.

Established February, 1843.

THE HONGKONG CHINESE MAIL  
報日字華南  
(Hongkong Wu Tsui Po).  
ISSUED DAILY.  
CHIN CHAN MAN.  
Manager and Publisher.  
SUBSCRIPTION:  
One Dollar a year, deliverable in Hong  
kong, Osborne, \$1.00 per annum,  
including postage.

CHINA MAIL OFFICE.  
OUR SPECIAL DEPARTMENT  
HAVING been REPLEN-  
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sortment of the latest EUROPEAN  
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orders for FANCY WORK with  
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CHINA MAIL OFFICE.

No. 10,260

號八月正年六十九百八十一英

HONGKONG, WEDNESDAY, JANUARY 8, 1896.

日四十月一十年未乙

PRICE, \$2.50 PER MONTH.

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J. W. R. TAYLOR,  
Manager, Hongkong.

Hongkong, December 18, 1895. 228

Business Notices.

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PIANOS  
FOR SALE,  
HIRE,  
OR ON THE  
MONTHLY PAYMENT SYSTEM.  
COTTAGES. YACHT MODELS.  
PIANETTES. SEMI-GRANDS.  
CONCERT GRANDS.

MUSIC and MUSICAL INSTRUMENTS of every description.

TUNING and REPAIRING. 2436

The Public

are invited to witness the

Billiard Handicap

now in progress in the

HONGKONG HOTEL. 2402

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COMMERCIAL STATIONERY of every description.

ESTIMATES ON APPLICATION. 2478

THRIFTS ENAMEL COMPOSITION,  
FOR IRON-WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.  
ITS ADVANTAGES ARE—

HAS good covering power.  
One coat is sufficient.  
Applied as ordinary paint and dries in a few minutes.  
Preserves steel or iron from corrosion and withstands gaseous and atmospheric  
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Valuable for lower holds and bunkers.

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Sole Agents for China and Japan,

WATTS & Co.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.

RESERVE FUND, \$3,500,000.

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T. JACKSON,  
Chief Manager,

Hongkong, December 23, 1895. 343

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For the Hongkong and Shanghai  
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T. JACKSON,  
Chief Manager,

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA,  
LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £2,500,000.

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Esq.,

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Interest for 12 months 2½ %.

Hongkong, October 23, 1894. 1771

THE HONGKONG TRADING Co.

Customers requiring DRESSES for the

MASONIC BALL, Feb. 17th, or Costumes for the RACES, that all

Orders should be placed early, owing to the CHINESE NEW YEAR

falling on Feb. 18th.

HONGKONG TRADING Co.,

No. 1, 3 and 5, D'AGUILAR STREET.

THE HONGKONG BUTCHERY,

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PRIME BEEF and MUTTON.

CORNED BEEF and TONGUES.

AUSTRALIAN PICKLED HOG'S TONGUES.

AMERICAN BUTTER in Rolls and Pans.

GAME, etc., etc.

SHIPPING and COAST-PORT ORDERS WILL HAVE PRIORITY ATTENTION.

J. TATAM.

Hongkong, December 6, 1895.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 2, 1895. 2281

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Customers requiring DRESSES for the

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INTEREST allowed on Current Account at



## THE CHINA MAIL.

TELEGRAM was received in Singapore on the 25th December announcing the death at Alexandria of Brother Alban, who until 1883 was Director of the St. Joseph's College, Hongkong.

Three hawkers were brought before Mr. S. Combe Smith at the Magistracy this morning charged with obtaining money and four finger-rings valued at \$6.90 from a woman on board the launch Kam-on on a voyage from Victoria to Hunghom. The woman was induced to take part in a game of dominoes in the course of which she was tricked out of her money. Each of the men was sentenced to four months' imprisonment. The money and rings were returned to the woman.

It is reported by the *China Gazette* that the Ship *Tactis* has been ordered to consult with the British Consular authorities here in reference to the claim of the British steamer *Birthwell*, which was sunk through the gross inexperience of the people on the Chinese cruiser *Kuangfai* several months ago. The *Birthwell's* claim is for £18,000.

At Yen-tho, in Tonkin, there appears to be going on a regular siege of a well-constructed and regularly fortified pirate fort. Four columns of troops surrounded this stronghold and after a bombardment by muzzle-shells and after a bombardment by muzzle-shells the defenders fled and escaped in the jungle despite the precautions of the French troops. According to the telegrams supplied to the press by the authorities the famous band commanded by Dethan have dispersed. The French lost one European killed, and a few native troops wounded. The loss of the enemy is said to be heavy.—*Siam Free Press*.

The question of horses for the Japanese Army has begun to be generally discussed, according to the vernacular press. The Dist. last session, voted a sum of about twelve thousand yen to defray the expenses of a commission of inquiry, and the commissioners—appointed by the Department of Agriculture and Commerce—are said to have reported in favour of procuring thoroughbred sires from Arabia, England, and America, those obtained from the last mentioned country being, of course, the celebrated trotter variety. The price to be paid for these horses is put at £2,000 yen, at most, and twenty breeding parks are recommended to be established throughout the empire, the total cost of the enterprise being estimated at over three million yen. The raising of an improved breed of military horses alone is not to be the object; ordinary riding horses and pack horses are also to be included in the programme.—*Japan Mail*.

Three representatives of the Osaka Shosen-Kaisha who have been visiting Formosa and the Southern ports of China to acquire information with respect to the shipping trade, returned to Osaka on Saturday, says the *Asahi Chronicle* of the 27th December. They report that the object of their visit being known to the Chinese, they experienced considerable difficulty in obtaining the information they desired. The agents of the Douglas line were so much on the alert, it seems, that they would not issue reports to their shareholders, while, the prying Japanese were about. The Commissioners have come to the conclusion that the shipping is almost entirely in the hands of Englishmen about the Southern coast of China, and if the Osaka Shosen-Kaisha start lines in those directions they must be prepared to compete with English ships—facts, all of them, that could have been obtained in five minutes and without the expenditure of a cent.

With regard to certain troubles that have occurred at Nagasaki between the *Shinkoku* and her Japanese passengers, the *Nagasaki Shipping List* has made inquiries and learns that the vessel was chartered for a round trip to Formosa, by Messrs. Sennett & Co., of Kobe. On the 27th, the balance being due when the vessel arrived at Nagasaki, Mr. C. E. Buddinghau had previously received a communication from the charterers, asking him to set as their agent, and to pay any sum retained for freight or passage to the captain, and this he undertook. The captain of the *Shinkoku*, however, refused to wait until the balance of the charter-money was paid, and held the cargo, amongst which was a quantity of goods belonging to some of the Japanese passengers, as security. That they did not exactly appreciate, and went in a body to the office of Mr. Buddinghau, where, says of them became very violent and threatening, so much so that the captain had to seek refuge.—*Kobe Chronicle*.

This Edition of the *Melbourne* is at present en route to Tonkin, and has journeyed on line to Langson of which he evidently has a very poor opinion, to judge from an interview published in the *Asahi* of Tonkin. M. Leriche thinks that the line is not worthy of all the sacrifice which has been expended in its construction, and least of all the 18 millions of francs. When the Governor-General visits the line they brush up the earthenware, clean the lamps, arrange soft cushions, etc. But as a general rule this is neglected. There is, continues M. Leriche, very little apparent effort to attract traffic. He has seen wagons loaded supply on account of the high rates demanded on the line. Then they weighed his personal baggage, including rugs, hats, etc., and charged M. Leriche 4 francs for a receipt. But the *Asahi* Editor made the officials discharge the 4 francs. The Press must be responsible. The management of the line is disgusting, says M. Leriche. It is in the hands of those who exploit it to their own ends and make the government pay dear for the luxury of possessing a line which is almost useless to the true commercial interests of the colony.—*Siam Free Press*.

Our officers, non-commissioned officers, and men of the garrison artillery have lived laborious days and years in mastering the scientific details of the big guns and ordnance machines by which they are surrounded. The field artillery officer, so far from taking up his place as the superior of the garrison gunners over whom he is set, is conscious that he is inferior in technical knowledge to the last-made bombardier. At this is doing gross and flagrant injury both to the garrison and mounted branches. Continuous noise and the ill-tempered voices of the regiment demand a change which we hope will not be much longer delayed. The necessity for the change will be more apparent when it is stated that officers who have just become what may be termed completely proficient and trustworthy as leaders of artillery in the field are promoted as captains and majors into the other branch, in which they are quite inefficient. This involves a loss of power and a waste of money which can surely be compensated by the dullest of taxpayers and the most torpid of officials.—*Army and Navy Gazette*.

W. Robinson and Co. make a special feature of Sealing Plans and Organs on the Map-Payroll system, and

## PIRACY NEAR HONGKONG.

TWO MEN SHOT.

The Police have received particulars of a daring case of piracy about sixty miles north of Hongkong. A junk while on a voyage from Pingboi to Hongkong with a cargo of dried pemmican and general merchandise was attacked by two pirate junks and fifty pirates outside Nisshan. The crew of the trading junk observed the pirates approaching, and fired two shots from a canon, both without effect. The pirates drew alongside firing all the time, threw stinkpots on board, and then boarded. One of the crew was shot in the arm and a passenger in the leg. The crew and passengers were driven below and kept under the hatches while the pirates steered the junk into a bay where it was kept for two days and two nights. About two-thirds of the cargo was removed to the shore, as well as the money and clothing of the passengers. The junk was then taken out to sea and turned adrift and arrived at Hongkong on the 6th inst. The crew numbered twelve men and there were three passengers on board. The injured men were taken to the Tung Wah Hospital. The junk had a capacity of 1500 piculs. The value of the stolen cargo and clothing is set down at between \$6,000 and \$7,000.

## NAVAL NOTES.

H. M. S. *Grafton* left for England to-day with over 500 time-expired officers and men of the Navy. She carries—From the *Daphne*—Lieutenants Talbot and Green; Paymaster Jones; Surgeon Kelsey. From the *Pigmy*—Lieutenants Hopkins and Kiddle; Surg. Lomas; Engineer Lawrence. From the *Alacrity*—Engineer McGregor. From the *Plow*—Lieutenant Oldham; Surgeon Koop; Assistant Paymaster Penny. From the *Redpole*—Lieut. Beatty-Powall; Assistant Paymaster Greenwood. From the *Centurion*—Engineer Smith. From the *Spartan*—Lieutenant Thomas.

H. M. S. *Daphne* will be inspected on Friday, and will leave probably on Saturday or Monday for the North.

H. M. S. *Plow* will leave for Amoy shortly, and remain there till the middle of February, when she is expected to return and recommission.

H. M. S. *Pigmy* will be sent on her steam trials on the 16th Dec. H. M. S. *Archon* has left Tampui, via the Coast Ports, and is due here on the 14th inst. H. M. S. *Mercury* will leave at 8 o'clock to-morrow morning. The repairs on H. M. S. *Alacrity* will be completed with all despatch, and the *Redpole* will be ready for further service on the 31st of March. Even the old *Tenier* (which has graced our Harbour for so long) will be taken in hand most probably about the 1st of April.

We hear that Lieut.-Com. Phillips, who served in the *Pigmy*, has been promoted to the rank of Commander.

## SPORTING NOTES.

Now that the Christmas and New Year holidays are over the Hongkong Football Cup competition has been going ahead, and Saturday's game concluded the second round. The tie for the third round, which you gave the other day, have not brought the strongest teams together, but the whole of the tie ought to prove interesting, and the *Redpole* will be ready for further service on the 31st of March. Even the old *Tenier* (which has graced our Harbour for so long) will be taken in hand most probably about the 1st of April.

We hear that Lieut.-Com. Phillips, who served in the *Pigmy*, has been promoted to the rank of Commander.

Mr. Oliver was a capital referee at Saturday's match. Although there was a good deal of rough play he did not unduly interfere with the game, and his decisions were obeyed without question. Writing of referees reminds me of a story told of a gentleman who entered a bank in the North of England and presented a cheque to the cashier. Being a stranger the cashier required him to be identified, and asked, "Can you produce a friend?" "No," replied the stranger, sadly, "I'm a football referee." I don't think Mr. Oliver endangered any friendships on Saturday.

To-morrow afternoon, on the Happy Valley, the Hongkong Football Club will hold a Rugby practice game. As many players as possible are requested to attend. Pick-up on the field. Kick-off at 4 p.m.

The Hongkong Chess Club is preparing for a busy season between now and the end of April. Several matches are on the tap, and the members have just been classified for a handicap competition to end on the 29th February. The prize is valued at \$10, and the conditions are such that every member has an equal chance of carrying off the prize. Upon the play for this prize the members will be re-classified and a competition will be held for a Cup presented by the President, Lieut.-Colonel The O'Gorman. There is also some talk of a match between the Portuguese community and the Chess Club, and an international competition with teams of five a-side. The Guevers were a hopeless failure, in my opinion; they may have some brilliant players but there certainly was no brilliancy on Saturday, individually or collectively. The Centurion team was infinitely superior, taken all round, but they have a great deal to learn in the Association game, and unless it be by sheer stamina I do not think they could beat the two leading civilian teams. Their goal-keeper was exceedingly weak; the right back plays a strong game if he would only use a little more judgment in tackling. The half-backs were an exceedingly poor lot, judged on Saturday's game, but the forwards, especially the left-wing, have a good idea of the passing game and will require careful watching in future ties. The bright piece of play, and I see you report, was when the Centurion broke away in the second half and scored, the equalizing goal. The centre and assistant left got the ball nicely through the front rank of the Guards, sent the ball out to the wing to their speedy and sure left-winger, who dribbled to within twenty yards of the goal-line and passed the ball right across the goal-mouth to the right wing, who scored with a low swish shot that would have beaten any goal-keeper.

The Chess Club is now located in its new premises at Thomas's Grill Room. Mr. Hurley, himself an anathemato chess player, is taking the keenest interest in the Club and doing all he can for the comfort and convenience of the members and visitors. The Club is now located in its new premises at Thomas's Grill Room. Mr. Hurley, himself an anathemato chess player, is taking the keenest interest in the Club and doing all he can for the comfort and convenience of the members and visitors. The rooms are open daily from 4 to 11 p.m. Any chess player not a member of the Club receives a warm welcome and usually has no difficulty in having a game. The other night an officer from the U.S.S. *Detroit* won a game against one of the strongest players of the Club. Surely there are plenty of chess-players in the British Army and Navy, and I see no reason why the Military or the Navy, or both combined, could not raise a team of reasonably large numbers and considerable strength to challenge the Chess Club. Matches are certainly stimulating, and the Committee is quite right in providing as many matches as possible during the remainder of the winter season.

RAGHDA'S PLAZA.—The finest in the world—Touch and tone unequalled. Sole Agents, W. Hopkins and Co.

From the disposition of their men, had I not known the reputation of the Royal Artillery team, I should have said they did not know anything at all about the first principles of football. Theirs of their forwards were invariably a long way ahead of the rest of the team, and very frequently off-side, so that it was impossible under the circumstances for the forwards to play anything like a combination. Their half-backs tackled far more persistently than the Naval men, but instead of feeding the forwards judiciously, resorted to long kicking in the hope, apparently, that their off-side would follow up the ball without being observed by the referee and thus be enabled to score. Of course, this may be the Artillery idea of football, but if that is so all I can say is that it is a very poor idea.

The following cutting from a Singapore newspaper may be included in my notes this week:—

Miss Annie Londonderry, the lady bicyclist, is held up to exhibition by the writer of Sporting Notes in the *China Mail*, as a brilliant and original notitiation in her own account of her travels, the battles she said she saw and the wounds she declared she had received. We are gratified to have to endorse the writer's view in the epithet "Miss Annie Nian," but we venture to say, "External Variation" compleatly affirms that this sporting damsel has fitted firmly under the sun all along the line. Perhaps it would be wiser to let her display a consistent feminine disregard for common coarse, ordinary fact, and has invested her wanderings with the fanciful play of a graceful and inventive imagination. That is much nicer. But we fear that will come no more. Gentle Annie, this way round. You would have to many things to explain."

## THE YOKOHAMA CHESS CLUB.

CHALLENGE CUP.

Value \$250.

A forced entry for all Amoy and Formosa owned Ponies, optional to Subscription Griffins of this season. Half entrance fees to the winner, until the Second Pony shall receive half the entrance fees. To be won two consecutive meetings, by a Pony or Ponies, the bona fide property of the same owner or owners. Weights as per scale. Entrance \$10. One mile.

Mr Dryasdust's *Shiney William* . . . . 1

Mr Boyd's *Damone* . . . . . 2

Mr Boyd's *Dunore* . . . . . 3

AMORY CUP.

Value \$100.

2nd Pony \$25. For all Amoy and Formosa owned Ponies, optional to Subscription Griffins of this season. Weights as per scale. Entrance \$5. One mile.

Mr Bruce's *Satrap* . . . . . 1

Mr Bazar's *Soldier* . . . . . 2

Tom Green's *Blowjack* . . . . . 3

TE-MA-CHIN PLATE.

(Presented) Value \$1.

1st Pony to receive 75 per cent. 2nd 25 per cent. For Amoy, Foochow and Formosa owned Ponies. Griffins at date of entry allowed 5 lbs. Winner of this at the meeting of 12 miles or over 5 lbs. extra, if of two such horses 7 lbs. extra. Weights as per scale. Entrance \$10. One mile and a half.

General Topgig's *Mercury* . . . . . 1

Mr Dryasdust's *Cobweb* . . . . . 2

Mr Frank Percy's *Red Knight* . . . . . 3

CUASAS CUP.

(Presented) Value \$5.

2nd Pony \$25. For Amoy Subscription Griffins of this season. Weights as per scale. Entrance \$5. One mile and a quarter.

Mr Cavendish's *Mousie* . . . . . 1

Mr Twoman's *Cruiser* . . . . . 2

Mr Pug's *Cheer Up* . . . . . 3

SPECTATOR.

THE TRAGEDY AT SHAUKIWA.

At the Magistracy this afternoon Mr. T. S. Combe Smith held an inquiry into the death of an Indian trooper and a Chinaman at Shaukiwa Police Station on the 2nd instant.

Inspector Hall said—I am Inspector at Shaukiwa. At 9 p.m. on the 2nd inst. I was in the charge room at Shaukiwa when I heard a shot fired from behind the Station in the direction of the stable. I went out on the steps leading from the compound to the back of the charge room. I saw a Chinaman with his jacket burning. P.C. 14 and myself assisted him into the charge room and he sat down on the floor. We laid him out on his back on the floor. As he appeared to be wounded I examined him, pulled open his jacket, and found that he had a bullet wound rather low down below the ribs on the left side. There was also a bullet hole in his back corresponding with the one in front. I asked him what was the matter, then I asked him "Who shot you?" He replied, "Sint Singh." I asked him what Sint Singh, and he said the police had shot him. I went up and bandaged his wound. I sent for the ambulance to have him taken to the Hospital. I sent him to the Hospital with four coolies in charge of a police constable. I followed afterwards to the Civil Hospital and found the man had died and was being taken to the mortuary where the body was identified by the deceased's father. When attending the wounded man I heard two shots fired in quick succession from the back of the Station, and P.C. 14 and I went to search for P.C. 64. After searching round the stables I went into the basement of the ground floor and found the body of P.C. 64, Sint Singh. It was lying on its back. He had been standing facing the doorway. The feet were about a yard inside the door. (Kills produced). This rifle was lying by his side. It had an empty cartridge case. Another empty cartridge case was lying between his legs. Four cartridges were found in the pocket of his coat. The bullet was from the breech of his coat. He was quite dead. I saw a bullet hole on the right side of his neck, and the top of his skull was smashed where the bullet passed through. There was a mark on the floor where the bullet had struck. On again searching the stable we found one loaded cartridge on the stable doorway and inside the doorway was an empty cartridge case on the corner of the mantelpiece of the same room. There were two other cartridges, being a total of ten loaded and exploded. There was a blood stain in the wall in the harness room in the corner immediately behind the door, and there was blood on the floor. Close to the blood stain there was a bullet hole in a pane of glass. Next morning I saw a bullet hole on the floor of the stable about 60 feet away and P.C. 14 found the bullet in the stable door. The Indian was sent to the Mortuary. I was present at the post mortem examination. The Indian had 80 revolver cartridges and five carbine cartridges, but these were found whitewashed.

Mr Dryasdust's *Field Marshal* . . . . 1

Mr Twoman's *Cruiser* . . . . . 2

Mr Pug's *Cheer Up* . . . . . 3

Dead heat.

5-CONSOLIDATION CUP.

Value \$100. 2nd

Pony \$25. For all beaten Ponies that have run and not won a race at this meeting. Weights as per scale. Entrance \$5. One mile.

Mr Thomas' *Otter* . . . . . 1

Mr Manners' *Magic* . . . . . 2

Time—2.18.

6-CHAMPION STAKES.

A forced entry of

\$10 each for all winners at this meeting except Nai Daengpang State. Winners of two or three races \$5 extra, non-winners excluded. Weights as per scale. One mile and a quarter.

Mr Shney *William* . . . . . 1

Kinder . . . . . 2

Brigstock . . . . . 3

Time—2.46.

7-CHAMP



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATA-  
VIA, PERSIAN GULF, CONTIN-  
ENTAL AND AMERICAN PORTS.

THE Steamship KAISAR-LIHIND,  
Capt. H. E. SEYMOUR, carrying Her  
Majesty's Mail, will be despatched from  
this for BOMBAY, on THURSDAY, the  
16th January, at Noon, taking Passengers  
and Cargo for the above Ports. (This  
Steamer connects at Bombay with the  
THAMES, which Vessel takes on her  
Cargo for LONDON, via SUEZ CANAL,  
leaving that port on the 8th FEBRUARY,  
1895.)

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into a  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will  
be conveyed via Bombay.

Parcels will be received at this Office  
until 4 p.m. on the day before sailing. The  
contents and value of all packages are  
required.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Bills of Lading.

For further Particulars, apply to  
ALE. WOOLLEY,  
Acting Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, January 3, 1895. 14

#### RICKMERS LINE.

REGULAR MONTHLY SERVICE FROM  
BREMEN, MIDDLESBRO, ANTWERP  
AND HAMBURG,  
VIA SUEZ CANAL to  
PENANG, SINGAPORE, HONGKONG,  
SHANGHAI, HUANGPU AND  
YOKOHAMA.

#### FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT  
STEAMERS OF THE RICKMERS  
RIGEMILLING, SHIPTOWING AND  
SHIPBUILDING COMPANY OF BREMEN.

#### (SUBJECT TO ALTERATIONS).

Dorothea Rickmers... 3,846 | December.  
Doris Rickmers... 3,700 | January.  
Maria Rickmers... 3,600 | February.  
Helene Rickmers... 3,233 | March.  
Sophie Rickmers... 3,249 | April.  
Eduard Rickmers... 5,600 | May.  
Elisabeth Rickmers... 5,600 | June.

#### FROM THE EAST.

VIA SINGAPORE  
to HAVRE, BREMEN & HAMBURG,  
and other Continental Ports, if sufficient  
inducement offers.  
(Taking Cargo at through rates to ANTWERP,  
AMSTERDAM and ROTTERDAM).

#### PROPOSED SAILINGS.

(SUBJECT TO ALTERATIONS).  
Dorothea Rickmers... 3,846 | February.  
Doris Rickmers... 3,700 | March.  
Maria Rickmers... 3,600 | April.  
Helene Rickmers... 3,233 | May.

THE Steamers are all FIRST-CLASS  
STEAMERS and are supplied with all the  
modern Appliances and powerful Engines.

For further Particulars, apply to  
ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, January 3, 1895. 40

#### Intimations.

CHAS. J. GAUPP & CO.,  
Chronometers, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths,

NAUTICAL, SCIENTIFIC AND  
METEOROLOGICAL  
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPANIES,  
ADMIRALTY & IMRAY CHARTS,  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE,  
Christofle & Co.'s ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY

in great variety.  
D I A M O N D S  
AND  
DIAMOND JEWELLERY,  
A splendid Collection of the Latest London  
PATTERNS, at very moderate prices. 724

#### SAILOR'S HOME.

ANY Cast-off CLOTHING, Books, or  
Papers will be thankfully received  
the Sailor's Home, West Point.  
Address: Care of SUPERINTENDENT.

GRIMMELT'S SYRUP  
OF  
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-  
sumption, Obstinate Coughs or  
Colds and those affected with diseases  
of the Chest, Jungs and Bronchial  
Tubes, should take

GRIMMELT'S SYRUP OF HYPO-PHOSPHITE OF LIME  
Prescribed by the leading medical auth-  
orities in all countries for the last twenty-  
five years with the greatest success, it  
continues to retain its reputation where  
all other medicines have failed.

Grimmelt's Syrup immediately arrests  
the Cough, Spitting of blood and Night-  
sweats, and the Appetite improves ra-  
pidly—a fact soon demonstrated by an in-  
crease of weight and healthy appearance.

Grimmelt's Syrup has a rose colour,  
and is sold in flat oval bottles. Beware  
of imitations.

GRIMMELT & CO., Paris, sold by all Cheshire

Drugs by A. S. WATSON & CO., Chemists

Hongkong, January 3, 1895. 38

#### Mails.

Occidental & Oriental Steam-  
Ship Company.

PAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Casto (via Nagasaki) TUESDAY, Jan. 14.  
Kobo, Inland Sea... at noon.  
Edo (via Nagasaki) SATURDAY, Feb. 1.  
Kobo, Inland Sea... at noon.  
Coptic (via Nagasaki) TUESDAY, March 3.  
Kobo, Inland Sea... at noon.

THE Steamship GAELIC will be  
despatched for SAN FRANCISCO,  
and NAGASAKI, KOBE, INLAND SEA  
and YOKOHAMA, on TUESDAY, the  
14th January, 1895, at Noon; connection  
being made at Yokohama with Steamers  
from Shanghai.

Steamers of this line pass through the  
INLAND SEA OF JAPAN and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point in route.

Through Passenger Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the principal  
cities of the United States or Canada.

Rates and particulars of the various routes  
may be obtained upon application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials  
and their families.

Passengers who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year, will  
be allowed a discount of 10 per cent. This  
allowance does not apply to through fares  
from China and Japan to Europe.

All Parcels Passages should be marked to  
address in full, and same will be received at  
the Company's Office until 5 p.m. the  
day previous to sailing.

Concierges Invited to accompany Capt.  
de Caster to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, January 3, 1895. 37

#### U. S. Mail Line.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via  
Nagasaki, Kobo, Inland Sea... at noon.  
Yokohama)... SATURDAY, Jan. 23.

China (via Nagasaki, Kobo, Inland Sea... at noon.  
Yokohama)... SATURDAY, Feb. 8.

Peru (via Nagasaki, Kobo, Inland Sea... at noon.  
Yokohama)... SATURDAY, Feb. 22.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched to  
NAGASAKI, KOBE, INLAND SEA and  
SAN FRANCISCO, via YOKOHAMA,  
on SATURDAY, the 26th January, at  
Noon, taking Passengers and Freight to  
Japan, the United States, and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and passengers are allowed to  
break their journey at any point in route.

Through Passage Tickets granted to  
England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the principal  
cities of the United States or Canada.

Rates may be obtained upon application.

Passengers holding through ORDERS TO  
EUROPE have the choice of the Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER  
and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANADIAN  
PACIFIC RAILWAY on payment of £4 in  
addition to the regular tariff rate.

Passengers holding orders FOR OVER-  
LAND CITIES in the United States have  
the choice of San Francisco and Chicago, the  
option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC,  
DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chicago  
to destination, the choice of direct

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials  
and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Central Cities of the United States, via  
Overland Railways to Havana, Trinidad  
and Domingo, and ports in Mexico,  
Central and South America, by the  
Company's lines and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcels  
Passages will be received at the Office until  
5 p.m. some day; all Parcels Passages  
should be marked to address in full, value  
of same is required.

Concierges Invited to accompany Cargo  
destined to America, bound San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, January 3, 1895. 38

#### Intimations.

THE CHINA & JAPAN TELEPHONE  
COMPANY, LIMITED.  
LIST OF SUBSCRIBERS  
TO THE  
HONGKONG TELEPHONE EXCHANGE.

No. A  
40.—Anderson, Capt., East Point.  
24.—Anderson, Capt., Praya Central.  
8.—Arnold, Karberg & Co.  
66.—Blackhead & Co.  
67.—Blackhead, F., Residence.  
96.—Bradley & Co.  
99.—Butterfield & Swire, Peck Residence.  
104.—Do. do. Quarry Bay.  
18.—Do. do. Shipping Office.  
36.—Do. do. Suez Office.  
75.—Caldbeck, Macgregor & Co.  
42.—Canadian Pacific Railway Co.  
126.—Canton Insurance Co.  
111.—Carne & Co.  
123.—Chau Choy, Residence.  
105.—Chau Sui & Co.  
115.—Chau Tien, Residence.  
72.—China Sugar Refinery, East Point.  
71.—Club, Hongkong.  
11.—Club, Hongkong.  
10.—Do. Linstead.  
88.—Comptre, Douglas Lapraik & Co.  
89.—Do. do. Residence.  
78.—Cousins, J. B.  
12.—Daily Press' Office.  
65.—Dairy Farm Co., Office.  
67.—Dairy Farm, Kok-fu-lum.  
121.—Dare, W.  
23.—David, A. T., Residence.  
60.—David & Co.  
123.—Detective Dept., (Chinese).  
25.—Doch, Aberdeen.  
12.—Doe, Co.  
80.—Dr. Atkinson, Residence.  
83.—Dr. Bell, Residence.  
127.—Dr. Gerleb, Residence.  
2.—Dr. Hartigan, Cantlie and Stedman.  
23.—Dr. Jordan, Office.  
43.—Do. do. Residence.  
55.—Dr. Steaman, Residence.  
41.—Dowell, Carlill & Co.  
17.—Douglas Lapraik & Co.  
58.—Electric Co.  
58a.—Electric Co., Residence.  
74.—Fletcher & Co.  
48.—Gas Co., East Point.  
47.—Do. West Point.  
31.—Gibb, Livingston & Co.  
6.—Godown Co., Office.  
21.—Godown, Kerosine.  
7.—Godown, Kewloon.  
33.—Do. West Point.  
44.—Government House.  
H.—Harbour Office.  
99.—Harling Buschmann & Monzell.  
66.—Harling, G., Residence.  
29a.—Harrison, W. Sturt, Residence.  
93.—Haskell, D., Residence.  
113.—Hin Kee & Co.  
27.—Hilliday, Wiss & Co.  
101.—H. C. & M. S. Co., Office.  
102.—H. C. & M. S. Co., Wharf.  
9.—H. & S. Bank.  
84.—H. & S. Bank, Mass.  
1.—Hong Kong Telegraph' Office.  
13.—Hop Hong Hong.  
26.—Hospital, Alice Memorial.  
20a.—Do. Government Civil.  
3.—Do. Peak.  
32.—Hotel, Hongkong, Public Telephone.  
55.—Do. Mount Austin.  
56.—Do. New Victoria.  
29.—Do. Peak.  
82.—Ho Tung, Bonham Strand.  
77.—Do. Praya Central.  
53.—Do. Residence.  
37.—Humphreys, J. D., Res. do.  
68.—Humphreys & Son.  
K.—  
108.—Kau Hong Take.  
64a.—Kennedy, J., Causeway Bay.  
64.—Do. Do. Horner Repository.  
107.—Kin Fat Hong.  
86.—Kirch, H., Residence.  
120.—Kirch & Co.  
70.—Kramer, J., Residence.  
L.—  
21.—Lamke & Roge.  
92.—Lamke, J., Residence.  
27.—Lane, Crawford & Co.  
117.—Lane Investment Co.  
85.—Layton, B., Office.  
90.—Do. Residence.  
122.—MacCallum, J., Residence.  
98.—Man Chuen Yuen.  
112.—Melschers & Co.  
128.—Merry, A. R.  
123.—Nam Tai Hong.  
5.—Nam Wo & Co.  
110.—Naval Hospital.  
109.—Naval Yard.  
119.—Opium Factory.  
46.—Opium Farmer.  
19.—P. & O. S. N. Co.  
19.—P. & O. M. Co., Peak.  
15.—Police Station, Central.  
34.—Ting, E. G., Residence.  
103.—T. E. Guard Room.  
104.—T. R. Miss.  
45.—Rope Factory.  
S.—  
52.—Sailor's Home.  
4.—Sanitarium, Kok-fu-lum.  
94.—Sawson, M. S., & Co.  
81.—Siemens & Co.  
100.—Sperry Flour Co.  
61.—Stevens, G. R., Office.  
62.—Do. do. Residence.  
T.—  
14.—Telegraph Companies.  
23.—Tong, C. A., Residence.  
64.—Train Station, Peak.  
93.—Tung Kee.  
W.—  
16.—Watson & Co.  
53.—Webster, L., Residence.  
76.—Wicks, W. H., Residence.  
104.—Woolley, A., Office.  
30.—Woolley, A., Residence.  
63.—Wo Lee & Co.  
Y.—  
124.—Yon, A., Praya Central.  
38.—Yon Fat Hong.  
70.—Yon Lam Kee.  
K.—  
Kowloon Dock.  
Kowloon Telegraph.  
Jardine, Matheson & Co., East Point.  
Meyer & Co.  
North China Insurance Co.  
Transway Company.  
In case of FIRE ring up No. 15.  
W. STUART HARRISON,  
Manager.

WASHING BOOKS.  
(In English and Chinese.)

WASHMIRE'S BOOKS, for the use  
of Indians and Georgians, can now  
be had at the Office. Price, 21 each.

China Mail Office.

Hongkong, January 3, 1895. 38

#### Shipping.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI

The Steamship  
Katsu,  
Captain SOMMERVILLE,  
will be despatched on  
THURSDAY, the 9th Instant.